

*Ardent* and her consorts. An adjacent formation shot down the first, 5,000 yards from *Ardent's* port beam. Combined fire from *Adams* and *Ardent*, as well as other ships in the formation, splashed the second, 1,200 yards on the port beam. *Ardent* opened fire on the third aircraft, and saw it splash, the victim of a barrage put up by a formation of ships on the starboard quarter. *Adams* accounted for the fourth enemy aircraft. Later that same day, the minesweeper *Skylark* (AM-63) struck a mine and sank; *Ardent* rescued 19 survivors.

Following the completion of minesweeping operations, *Ardent* assumed station on a patrol screen. On L-day, the day of the landings at Okinawa, 1 April 1945, a suicider crashed the nearby *Adams*, causing extensive damage. During this period, *Ardent* opened fire on several Japanese planes, but scored no hits.

Ordered to proceed to Saipan for engine repairs, *Ardent* sailed for her destination on 4 April, and arrived on 10 April. Since parts necessary for the repairs were not available in the forward areas, she was routed via Pearl Harbor, to Seattle, where she arrived on 30 May.

*Ardent* underwent engine repairs at Seattle until 7 August. Six days later, on the 13th, the minesweeper sailed for Pearl Harbor, and was at sea, en route to the Hawaiian Islands, when the war with Japan ended. Departing Pearl Harbor on 20 August in company with *Scoter* (AM-381) and *Redstart* (AM-378), *Ardent* called at Saipan from 13 to 17 September, and arrived at Okinawa on the 21st.

Pushing on for Japan, *Ardent* moored at Sasebo, Japan, on 27 September, disembarking passengers, and delivering mail and freight. The ship made a brief trip back to Okinawa, arriving there on 2 October, before she returned to Sasebo on 20 October. During her time at Okinawa, she sortied on 7 October to ride out a typhoon, and conducted sweeps down the island's east coast for survivors of that storm. Joining TU 52.4.1 on 27 October, *Ardent* proceeded to the "Klondike" minefield area, located in the East China Sea 100 miles southwest of Kyushu. She conducted daily minesweeping operations until 8 November, when she arrived back at Sasebo. Between that time and the end of the year, *Ardent* operated between Honshu and Kyushu, escorting ships, transporting minesweeping gear, and observing Japanese minesweeping operations and conducting demolition firing at the mine disposal grounds at Kushikino Ko. She remained thus engaged into March 1946.

Routed to Kobe on 4 March 1946, in company with *Defense*, *Ardent* sailed for the Hawaiian Islands two days later, on 6 March. Touching at Saipan, Eniwetok, Johnston Island and Pearl Harbor, the minesweeper continued on to the west coast of the United States; parting company from *Defense* on 16 April, *Ardent* dropped anchor in San Francisco Bay on 19 April.

The minesweeper lay in the San Francisco Naval Shipyard until November 1946. Subsequently proceeding to San Diego in company with *Vigilance* (AM-324), *Ardent* then operated in the vicinity of San Clemente Island, Newport Beach, and Oceanside, and on air-sea rescue stations off the coast of southern California. Returning to pier 17, Treasure Island, Calif., on 15 December 1946, to commence preparations for inactivation, *Ardent* shifted to the San Diego Naval Station on 22 January 1947. Placed out of commission, in reserve, on 30 January 1947, *Ardent* was berthed with the San Diego group of the Pacific Reserve Fleet. While she was in reserve, the ship's designation was changed to MSF-340 on 7 February 1955. Struck from the Navy list on 1 July 1972, the ship was subsequently sold to the government of Mexico on 19 September 1972. She later served in the Mexican Navy as *Ignacio de la Llave* (G-08).

*Ardent* earned four battle stars for her World War II service.

### *Arenac*

A county in Michigan.

(APA-128: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 4 40mm., 18 20mm.; cl. *Haskell*; T. VC2-S-AP5)

*Arenac* (APA-128) was laid down under a Maritime Commission contract (MCV hull 44) on 9 July 1944 at Wilmington, Calif., by the California Shipbuilding Corp.; launched on 14 September 1944; sponsored by Mrs. L. D. Worsham; delivered to the Moore Drydock Co., Oakland, Calif., on 24 September 1944 for completion; acquired by the Navy on 8 January 1945; and placed in commis-

sion that same day, Comdr. J. H. Carrington in command.

Following shakedown and amphibious training exercises off San Diego, Calif., *Arenac* took on a load of cargo and shaped a course for Hawaii. She reached Pearl Harbor on 17 March and, during the next two months, operated out of Pearl Harbor carrying personnel and cargo to Eniwetok and Guam.

The vessel reached Ulithi, Caroline Islands, on 12 May; and there embarked troops and took on supplies for support of the invasion of Okinawa. She got underway for that island on 23 May and anchored in waters off Okinawa on the 27th. While awaiting clearance to proceed to the beaches to unload her cargo, *Arenac* underwent frequent enemy air alerts. She moored off Hagushi beach on 3 June, finished unloading her cargo and passengers by the 5th, and then began taking on personnel for evacuation from Okinawa. The transport left the area on 6 June and set a course for Saipan.

The ship paused at Saipan on the 12th to discharge a few of her passengers, continued on to Guam on the 13th, and remained in port there for six days before returning to Saipan on 20 June. She then began preparations to return to Okinawa. After a stop at Ulithi en route, the vessel arrived back at Okinawa on 5 July.

Following the discharge of her cargo, *Arenac* got underway on 8 July to return to the west coast of the United States. Port calls at Saipan and Guam preceded the transport's arrival at San Francisco, Calif., on 28 July. Three days later, the vessel entered a shipyard at Richmond, Calif., for an availability. She resumed operations on 11 August and shaped a course for Pearl Harbor. While the ship was en route, she received word of Japan's capitulation ending World War II. *Arenac* arrived in Hawaiian waters on the 17th and took on personnel for passage to the western Pacific. She set sail for Eniwetok on the 20th and, after a brief pause at that atoll, stood out to sea to rendezvous with a convoy bound for Ulithi.

*Arenac* reached Ulithi on the last day of August. She got underway for the Philippines four days later and arrived at Manila on 9 September. She debarked her passengers there before moving on to San Fabian, Luzon, on the 18th to take on cargo and embarked troops for transportation to Japan. The ship set sail on 1 October and arrived at Wakayama on the 7th. However, before her passengers went ashore, she was ordered out of the area due to an approaching typhoon. The ship finally put into port at Nagoya, Japan, on 28 October and proceeded to debark her troops for occupation duty. On that same day, the transport was assigned to Service Force, Pacific Fleet, for "Magic-Carpet" duty transporting military personnel from Japan and the Philippines to the west coast of the United States.

In March 1946, *Arenac* completed this assignment and shaped a course, via the Panama Canal, for the east coast. She reached Norfolk, Va., on 8 April and began a preinactivation overhaul. The ship was placed out of commission, in reserve, on 10 July 1946, and her name was struck from the Navy list on 1 October 1958. The vessel was transferred to the Maritime Administration for layup in the James River.

*Arenac* earned one battle star for her World War II service.

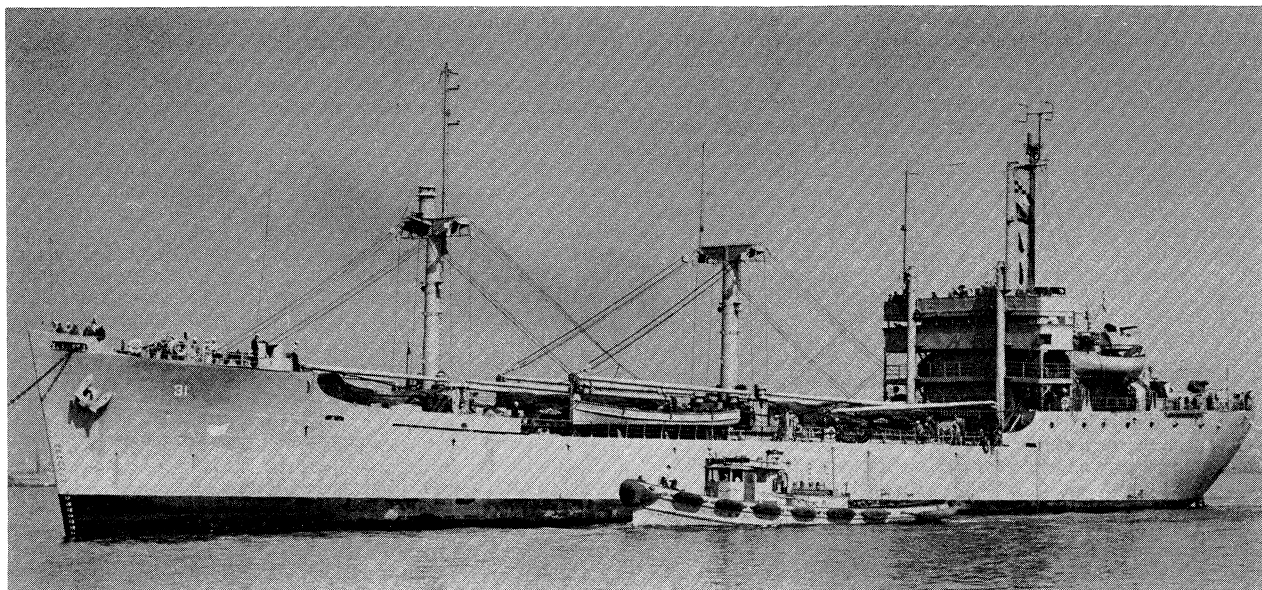
### *Arequipa*

A minor planet discovered on 7 December 1912 by J. H. Metcalf and named in honor of the Peruvian city where Harvard Observatory had an observing station.

(AF-31: dp. 7,435; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 98; a. 1 3"; cl. *Adria*; T. R1-M-AV3)

*Arequipa* (AF-31) was laid down on 17 January 1944 under a Maritime Commission contract (MC hull 2195) by Pennsylvania Shipyards, Inc., at Beaumont, Tex.; launched on 4 May 1944; sponsored by Mrs. L. Osius; transferred to the Navy on 19 December 1944; towed to Todd Shipyards in Galveston for conversion; and commissioned on 14 January 1945, Lt. Ralph E. Deckwa in command.

After a brief shakedown in the Gulf of Mexico followed by a short availability, the store ship departed Galveston on 31 January and steamed to Mobile, Ala., to receive her initial load. She departed the United States on 7 February as part of Service Squadron 9 and shuttled provisions to various ships and shore activities throughout the Pacific, primarily in the Philippine Islands, the Admiralty Islands, and the Netherlands East Indies.



*Arequippa* (AF-31), under tow of *Molala* (ATF-106), reaches San Francisco, 31 May 1951. After her main engine had failed some 850 miles from her destination, *Arequippa* had used two sails for emergency "power" for several days before *Molala* arrived to assist. (NH 96629)

Before the end of October 1945, *Arequippa* had serviced 905 ships and 41 shore activities and travelled over 35,000 miles. On 19 December, she went into drydock at Manicani Island in Leyte Gulf.

Following overhaul, *Arequippa* returned to the United States and picked up provisions in San Francisco for delivery to ports throughout the Pacific Islands, Japan, and China. From May 1946 until November 1954, the stores ship delivered supplies, almost without interruption except for periodic repair and overhaul.

*Arequippa* underwent a preinactivation overhaul at Pearl Harbor from November 1954 to June 1955 and then steamed to San Diego to join the Pacific Reserve Fleet. She was decommissioned on 25 August 1955, and her name was struck from the Navy list on 1 September 1961. She was sold in December 1972 to Star-Kist Foods, Inc., of Terminal Island, Calif., for non-transportation use.

#### *Arethusa*

A nymph of Elis, one of the Nereids, who—in Greek mythology—was the daughter of Oceanus and one of Diana's attendants. One evening on the island of Ortygia, near Syracuse, as *Arethusa* was heading home from the day's hunt, she chanced upon the Alpheus, a clear and beautiful brook. When she entered its cool waters seeking relief from heat and fatigue, she heard a voice rise from the stream which frightened her into leaping to land and fleeing in terror. The river god pursued her until, in desperation at her failing strength, she prayed to Diana for help. In response the kind goddess changed *Arethusa* into a fountain.

#### I

(ScStr: t. 195; l. 110'; b. 22'; dph. 9'6"; dr. 8'8"; cpl. 32; a. 2 heavy 12-pdr. sb., 1 20-pdr. D.r.)

The first *Arethusa*—a small screw steamer built in 1864 at Philadelphia as *Wabash*—was purchased there by the Navy from Messrs. S. and J. M. Flanagan on 1 July 1864; and was commissioned at the Philadelphia Navy Yard on 29 July 1864, Acting Ensign John V. Cook in command.

Assigned to the South Atlantic Blockading Squadron, *Arethusa* arrived at Port Royal, S. C., on 6 August 1864 and served as a collier there through the end of the Civil War, supporting the

Union warships which were becoming ever more efficient in their efforts to enforce the blockade of the Southern coast.

Following the collapse of the Confederacy, the ship continued to serve at Port Royal assisting the Navy's efforts to demobilize the gigantic Fleet which it had built to prosecute the war. When most of the Union warships had returned north, *Arethusa* was decommissioned at Port Royal on 3 January 1866 and sold there later that month. Unfortunately, all trace of the ship's career after she left the Navy seems to have vanished.

#### II

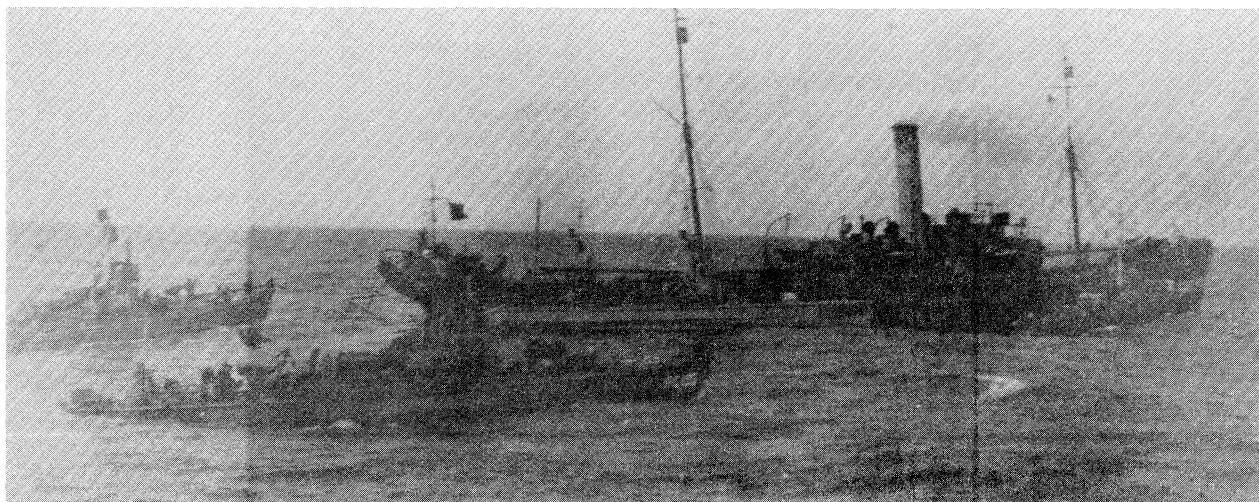
(Str: t. 3,319; l. 343'5.5"; b. 42'2"; dr. 23'6"; s. 9.5 k.; cpl. 94)

The second *Arethusa*—a steam tanker built in 1893 at Stockton, England, by Craig, Taylor & Company as *Lucilene*—was purchased by the Navy on 12 August 1898 to support the Fleet during the Spanish-American War and was commissioned at the Philadelphia Navy Yard, Comdr. John F. Merry in command.

After fitting out, the ship departed Philadelphia on 16 December, headed for the West Indies, anchored off Havana on Christmas Day, and provided water for American warships operating in the area until sailing for home on 14 January 1899. She reached Philadelphia on the 18th and was decommissioned there on 1 February 1899.

Recommissioned on 22 August 1900 she sailed for the Far East—via the Atlantic, Mediterranean, Indian Ocean route—and arrived on the Asiatic Station early in December of that year. She furnished water and supplies to American warships and, in 1901, she carried relief supplies to Guam. During the first half of the following year, she made several trips to the Philippine Islands delivering passengers and supplies to Olongapo, Luzon. After one of these runs, she arrived at Manila on 4 July 1902 and prepared for the long voyage home. Getting underway on 9 August, she retraced the same general route she had used in coming to the Orient and stopped at Singapore and Aden en route to the Suez Canal which she reached on 15 September. Departing Port Said, Egypt, on the 17th, she emerged from the Strait of Gibraltar 10 days later and reached Tompkinsville, N. Y., on Columbus Day.

Some two months of operations preceded her arrival at Culebra, Puerto Rico, on 14 December 1902. During most of the first half of 1903, *Arethusa* operated at San Juan and Ponce, before returning to Culebra on 14 June. She then began a long tour of duty



*Arethusa* refuels subchasers, SC-135, SC-370, and SC-388, at sea in a moderate gale, 1918. (NH 42568)

as a "water boat" there which ended early in 1906 when she moored at Philadelphia to be placed out of service on 16 March.

The ship was given a civilian crew and, on 17 July, began providing water to ships of the Atlantic Fleet. On 29 November, she received a new naval complement and was recommissioned to serve with the small group of auxiliaries that had been selected to support the "Great White Fleet" during its forthcoming cruise around the world. After being fitted out at the Norfolk Navy Yard, the ship moved to Lambert Point, Va., on 9 December 1907 and, two days later, sailed for the Pacific.

Proceeding down the Atlantic coast of South America, she rounded Cape Horn and steamed north to the Mare Island Navy Yard which she reached on 30 April 1908. Following voyage repairs and replenishment, *Arethusa* left the California coast on 17 June and reached Honolulu on the 30th.

However, her service with the "Great White Fleet" did not take the ship beyond Hawaiian waters. Instead, she was reassigned to the Pacific Fleet and, on 30 July, she got underway for San Francisco. She arrived at that port on 10 August and remained in that vicinity until sailing on 1 October for Magdalena Bay, Mexico, where she anchored on the 6th and began supplying American warships there. During this period, she served briefly as the flagship of the Pacific Torpedo Flotilla. Her hold emptied, the ship got underway for San Francisco on 1 October 1908 and, after reentering the Golden Gate, operated in nearby waters until decommissioned at Mare Island on 15 October 1909.

That same day, she was placed in service under a civilian crew and began preparations for a voyage back to the east coast. After departing San Francisco on 7 January 1910, she again sailed around South America and reached Hampton Roads on 29 March. Based at Norfolk, she issued oil to the ships of the Atlantic Fleet, primarily torpedo boat destroyers. She continued this duty until after the United States entered World War I, filling her tanks with oil at ports along the gulf coast and delivering it to bases in the Caribbean and on the Atlantic seaboard. During this phase of her career, she served between 30 April and 7 June 1914 with the fleet gathered off Veracruz, Mexico.

Recommissioned on 9 January 1918 for service in the Naval Overseas Transportation Service, *Arethusa* carried oil from the New York Navy Yard to the Azores where she issued it to destroyers and submarines. Upon returning to New York on 5 March, she spent more than a month undergoing repairs before sailing on 10 April. She reached the Azores on the 27th and, but for a quick run to Bermuda and back in mid-May, operated there until returning to New York on 10 June. On 28 June, she began another mid-Atlantic deployment which took her twice to Bermuda and once to the Azores before she refilled her tanks at Port Arthur, Tex., for another cargo of fuel oil which she once more issued in the Azores and at Bermuda before putting in at New York on 22 December, one month and 11 days after the signing of the Armistice stopped the fighting of World War I.

At New York, she filled her cargo tanks before sailing on 3 January 1919 for France. After topping off the fuel tanks of destroyers and submarine chasers operating out of Marseille, she headed for the Portuguese coast on 13 March and reached Lisbon on the 16th. From that port, she headed home via Gibraltar, the Azores, and Bermuda, supplying oil to warships whose bunkers were low, and arrived at Charleston, S.C., on 14 May. The following day, she entered the navy yard there for a thorough overhaul.

During the ensuing three years of peacetime operations—primarily carrying oil from gulf ports to bases on the Atlantic seaboard—the ship was classified an oiler on 17 July 1920 and simultaneously designated AO-7. She was decommissioned at Boston on 28 June 1922 and sold on 7 July 1927 to Mr. Marshall B. Hall of Boston.

### III

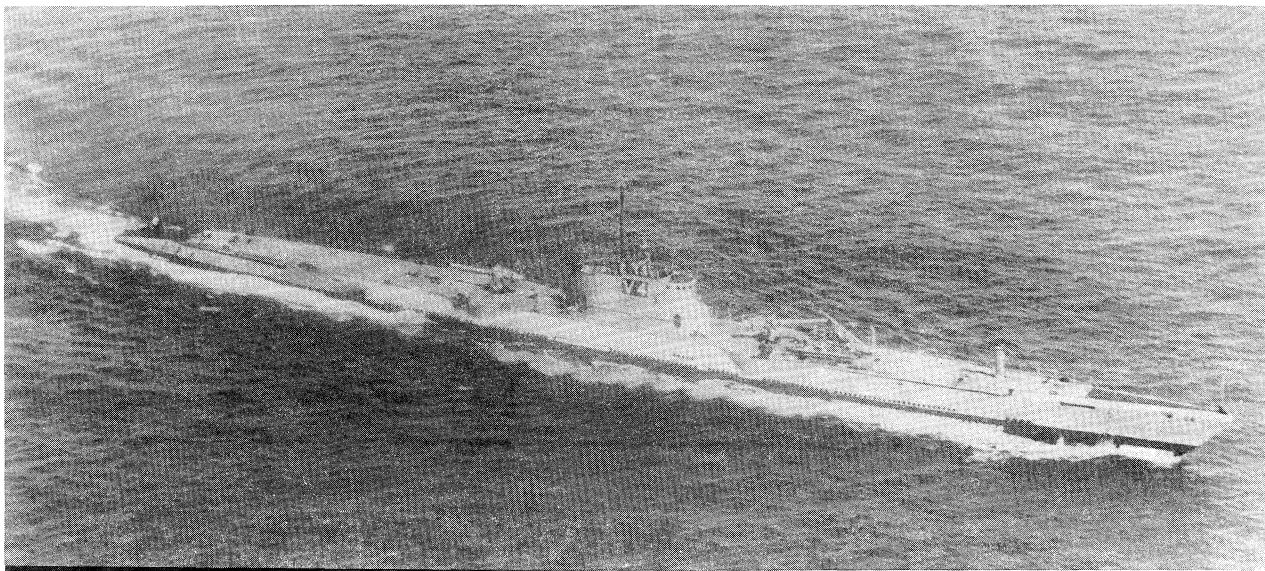
(IX-135: dp. 15,800; l. 438'6"; b. 57'; dr. 26'8"; s. 10.5 k.; cpl. 72; a. 1 4", 1 3", 8 20mm.)

*Gargoyle*—a tanker built in 1921 at Oakland, Calif., by the Moore Shipbuilding Co.—was renamed *Arethusa* by the Navy and designated IX-135 on 3 November 1943; acquired by the Navy on 23 March 1944 from the War Shipping Administration on a bareboat basis for use as a mobile floating storage tanker; and placed in commission on that same day at Majuro Atoll, Marshall Islands, Lt. Walter J. Tross in command.

*Arethusa* remained at Majuro through early June providing fuel to various ships of the Fleet. She got underway on 8 June and proceeded to Eniwetok, where she resumed her fueling operations. The tanker sailed on 19 August for the Admiralty Islands, reached Manus on the 28th, and once again dispensed fuel to Allied ships. The tanker headed for the Philippine Islands on 12 October to support Fleet units about to begin the reconquest of that archipelago. She reached Leyte Gulf on the 20th and commenced fueling operations.

*Arethusa* shaped a course back to Manus in early January 1945 and operated there through 5 May, when she got underway for the Western Caroline Islands. The vessel reached Ulithi four days later and resumed fueling services. The ship weighed anchor once again on 22 June and set a course for Kerama Retto in the Ryukyus. She was stationed at Okinawa when the Japanese surrendered in mid-August 1945 and continued operations at that island until mid-December.

*Arethusa* then moved to Subic Bay, Philippines. She provided fuel to fleet ships at that port through 3 March 1946, when the vessel got underway for home. She reached Pearl Harbor, Hawaii, on 28 March and remained there for a short period of voyage repairs. The ship left Hawaiian waters on 5 April and steamed into San Francisco Bay on the 15th. She was decommissioned at San Francisco on 16 May 1946 and returned to the



V-4 (SF-7) became *Argonaut* (SM-1) in 1931. She is shown here in peacetime gray, circa 1930. Note the 6-inch guns forward and aft of the conning tower, and what appear to be exercise torpedoes on deck just forward of mount one. Also note her alphanumeric "name," V-4, in white on a black rectangle on the tower structure, and repeated in black at the bow. (NH 54425)

War Shipping Administration on that same day. Her name was struck from the Navy list on 5 June 1946. The vessel was sold to Kaiser Co., Inc., on 8 December 1947, and was subsequently scrapped.

*Arethusa* won two battle stars for her World War II service.

#### Argentina

In his annual report for the year 1859, Secretary of the Navy Isaac Toucey listed a vessel named *Argentina* as one of the ships which participated in the Navy's recent expedition to Paraguay. This operation had been launched to seek redress for the death of a sailor of the American Navy's *Water Witch* who had been killed by fire from Paraguayan batteries at Itapiru as that small sidewheel steamer was ascending the Parana River. However, nothing else is known about this ship. The so-called "Lyte-Holdercamper List," *Merchant Steam Vessels of the United States 1790-1868*, mentions a 118-ton sidewheel steamer named *Argentina* which was built at Boston in 1857. It also states that this ship's first home port was Boston and that she was sold to a foreign purchaser. Although it seems to be impossible to prove that this vessel was the one mentioned by Toucey, the facts about the two ships seem to be compatible.

#### Argo

The ship in Greek legend that was commanded by Jason and manned by the argonauts on their expedition seeking to recover the Golden Fleece.

#### I

(Slp: a. 12 6-pdrs.)

At Providence, R.I., on 24 March 1779, Major General John Sullivan of the Continental Army hired the sloop *Sally* from Clarke and Nightingale, merchants of Providence who were acting as agents for her owner, Nicolas Law of New York city. Sullivan—who acquired the ship to clear Rhode Island Sound of British armed vessels that had been preying on local American shipping and harassing Rhode Island's coastal communities—placed her under the command of Lt. Col. Silas Talbot.

No known records of her operations are extant. However, it seems reasonable to assume that *Argo* spent the next few months

plying the salt waters of Rhode Island in an attempt to make them safe from British aggression.

On 9 August 1779, Law petitioned Congress for the "... restitution of his sloop." The next day, Congress ordered that *Argo* be restored to him via Brigadier General George Clinton, the Governor of New York. However, the next milestone in her history apparently did not occur until 1 December 1779 when Clinton ordered Talbot to deliver *Argo* to Clarke and Nightingale in Providence.

Making *Argo*'s story somewhat more complicated is the fact that when he received Clinton's order, Talbot had been an officer in the Continental Navy for over two months, having become a captain on 17 September 1779. Moreover, sometime in December, the sloop received orders to sail to the West Indies and to cruise off Antigua; but these orders were never carried out.

No documents shed light on *Argo*'s status in the ensuing weeks. On 2 February 1780, the Rhode Island Council of War—whose relationship to the sloop is vague at best—ordered that she be valued, surveyed, and stripped of her warlike stores. Three days later, Clarke and Nightingale accepted the ship under the stipulation that her owner pay the United States 11,000 pounds over the next two months.

During this period, the Rhode Island Council of War again accepted custody of *Argo* "... for the use of the United States." Then, on 14 April 1780, *Argo* was commissioned as a Rhode Island privateer under the command of Capt. Silas Talbot. No documents giving details of her subsequent career have emerged.

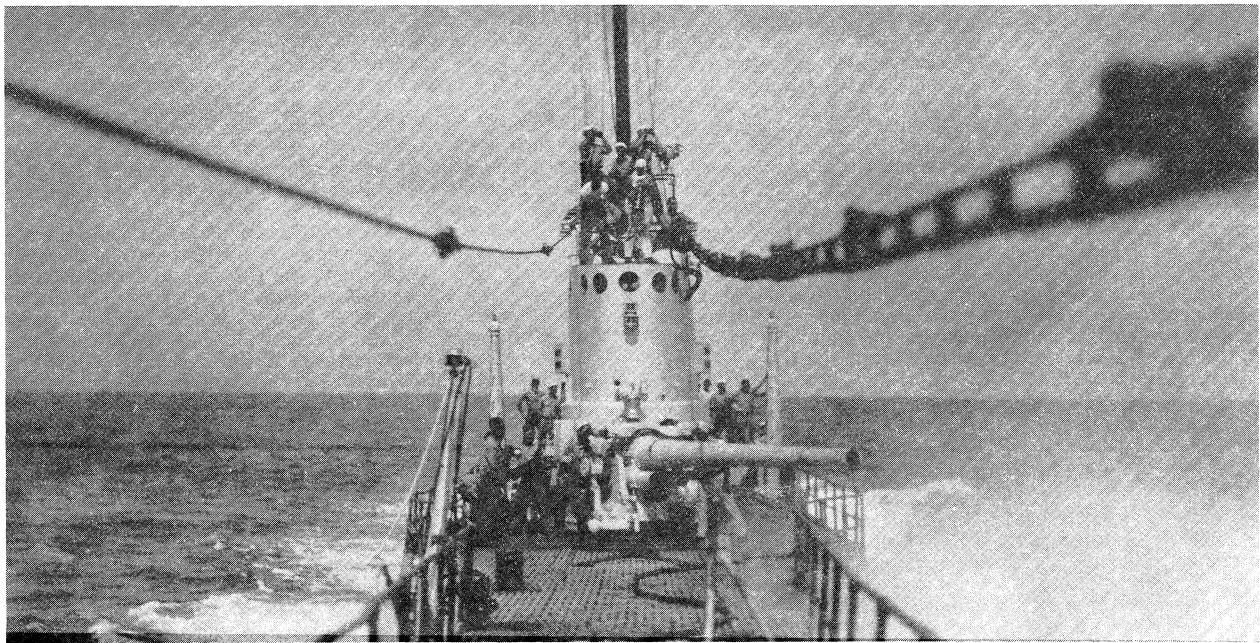
#### II

(Yaw: l. 57°0'; b. 16°3')

The second *Argo*—a yawl built in 1892 at Essex, Mass.—was donated to the Naval Academy in 1906 by Mr. C. G. Fitzgerald of Baltimore, and was used by the midshipmen at Annapolis for 24 years. In 1930, she was turned over to the Navy Relief Society. On 18 April 1930, that organization sold her to the Boy Scouts of the District of Columbia.

#### Argonaut

A relative of the octopus—sometimes called the paper nautilus—which propels itself underwater by expelling a jet of water. The name argonaut may also have been inspired by the submarine of that name built in 1897 by Simon Lake which was the first submarine to navigate extensively in the open sea. Ultimately,



*Argonaut*, along with *Nautilus* (SS-168) and *Narwhal* (SS-167), enjoyed the distinction of mounting the largest guns of any American submarine; here, *Argonaut's* men draw a crowd as they train out her forward 6-incher in the 1930's. (NH 62906)

the name is derived from the band of 50 heroes in Greek legend who sailed with Jason in the ship *Argo* to retrieve the Golden Fleece.

# I

(SF-7: dp. 2,710 (surf.), 4,080 (subm.); l. 381'; b. 33'10"; dr. 15'4"; s. 15 k.; cpl. 89; a. 2 6", 4 21" tt.; cl. V-4)

The first *Argonaut* was laid down as V-4 on 1 May 1925 by the Portsmouth (N.H.) Navy Yard; launched on 10 November 1927; sponsored by Mrs. Phillip Mason Sears, the daughter of Rear Admiral William D. MacDougall; and commissioned on 2 April 1928, Lt. Comdr. W. M. Quigley in command.

V-4 was the first of the second generation of V-boats commissioned in the late 1920's. These submarines were exempt by special agreement from the armament and tonnage limitations of the Washington Treaties. V-4 and her sister ships V-5 and V-6 were designed with larger and more powerful diesel engines than those which had propelled the earlier series of V-boats, which had proven to be failures. The specially-built engines failed to produce their design power and some developed dangerous crankshaft explosions. V-4 and her sister ships were slow in diving and, when submerged, were unwieldy and slower than designed. They also presented an excellent target to surface ship sonar and had a large turning radius.

V-4 was designed primarily as a minelayer. She was the first and only such experimental ship ever built. She had four torpedo tubes forward and two minelaying tubes aft. At the time of her construction, V-4 was the largest submarine ever built in the United States. Following commissioning, V-4 served with Submarine Division 12 based at Newport, R.I. In January and February 1929, V-4 underwent a series of trials off Provincetown, Mass. On a trial dive during this period, she submerged to a depth of 318 feet. This mark was the greatest depth which an American submarine had reached up to that time. On 26 February 1929, V-4 was assigned to Division 20, Submarine Divisions, Battle Fleet, and arrived at San Diego, Calif., her new home port, on 23 March. From there, she participated in battle exercises and made cruises along the west coast.

V-4 was renamed *Argonaut* on 19 February 1931 and was redesignated SM-1 on 1 July of that year. On 30 June 1932, she

arrived at Pearl Harbor, where she was assigned to Submarine Division 7. The vessel carried out minelaying operations, patrol duty, and other routine work. In October 1934 and again in May 1939, *Argonaut* took part in joint Army-Navy exercises in the Hawaiian operating area. *Argonaut* became the flagship of Submarine Squadron 4 in mid-1939. The submarine returned to the west coast in April 1941 to participate in fleet tactical exercises.

On 28 November 1941, *Argonaut* left Pearl Harbor and was on patrol duty near Midway Island when the Japanese attacked Pearl Harbor. After sunset on 7 December, *Argonaut* surfaced and heard naval gunfire around Midway. It was assumed that the Japanese were landing a large invasion force. *Argonaut* then submerged to make a sonar approach to the "invasion force." While designed to be a minelayer and not an attack submarine, *Argonaut* made the first wartime approach on enemy naval forces.

The "invasion force" turned out to be two Japanese destroyers whose mission was shore bombardment on Midway. The ships may have detected *Argonaut*, and one passed close by the submarine. They completed the bombardment then retired before *Argonaut* could make a second approach.

One week later, *Argonaut* made contact with three or four Japanese destroyers. Her captain, Stephen Barchet, wisely decided not to attack. On 22 January 1942, she returned to Pearl Harbor and, after a brief stop there, proceeded to the Mare Island Navy Yard for conversion to a troop transport submarine.

*Argonaut* returned to action in the South Pacific in August. Admiral Chester Nimitz assigned *Argonaut* and *Nautilus* (SS-168) to transport and land marine commandoes on Makin in the Gilbert Islands. This move was designed to relieve pressure on American forces that had just landed on Guadalcanal. On 8 August, the two submarines embarked troops of Companies A and B, 2d Raider Battalion, and got underway for Makin. Conditions during the transit were unpleasant, and most of the marines became seasick. The convoy arrived off Makin on 16 August; and, at 0330 the next day, the marines began landing. Their rubber rafts were swamped by the sea and most of the outboard motors drowned. The Japanese—either forewarned or extraordinarily alert because of the activity on Guadalcanal—gave the Americans a warm reception. Snipers were hidden in the trees, and the landing beaches were in front of the Japanese forces instead of behind them as planned. By midnight of 10 August, all but 30 of the troops had been recovered.

*Argonaut* arrived back in Pearl Harbor on 26 August. Her designation was changed to APS-1 on 22 September, and her base of operations was transferred to Brisbane, Australia, later in the year. In December, the submarine departed Brisbane to patrol in the hazardous area between New Britain and Bougainville, south of St. George's Channel. On 10 January 1943, *Argonaut* spotted a convoy of five freighters and their destroyer escorts. An Army aircraft was by chance flying overhead and witnessed *Argonaut's* attack. *Argonaut* hit at least one of the destroyers with her torpedoes, and they promptly counter-attacked. A crew member on board the plane saw *Argonaut's* bow suddenly break the water at an unusual angle. It was apparent that a depth charge had severely damaged the submarine. The destroyers continued circling *Argonaut* and pumping shells into her. She slipped below the waves and was never heard from again. One hundred and five officers and men went down with the submarine. Her name was struck from the Navy list on 26 February 1943.

*Argonaut* won two battle stars for her World War II service.

## II

(SS-475: dp. 1,570 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'5"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The second *Argonaut* (SS-475) was laid down on 28 June 1944 by the Portsmouth (N.H.) Navy Yard; launched on 1 October 1944; sponsored by Mrs. Allen R. McCann, the wife of Capt. McCann; and commissioned on 15 January 1945, Lt. Comdr. John Sneed Schmidt in command.

The submarine held shakedown in the Portsmouth area and in Narragansett Bay and returned briefly to Portsmouth on 27 March for post-shakedown availability. She then sailed on 14 April for Key West, Fla., where she conducted special tests for lighter-than-air craft and training operations with the Fleet Sound School. *Argonaut* departed the Florida coast on 13 May to transit the Panama Canal en route Hawaii. Reaching Pearl Harbor on 11 June, the submarine spent two weeks in repairs and training exercises before beginning her first war patrol on 28 June.

She made a fuel stop at Saipan on 10 July and then proceeded to the Formosa Strait and the East China and Yellow Seas to search for enemy shipping. On 16 July, *Argonaut* spotted a downed aviator, picked him up, and later transferred him to *Quillback* (SS-424). Her only contact with Japanese vessels during the patrol came on 12 August, when *Argonaut* sank a 25-ton junk with fire from her 40-millimeter and 20-millimeter guns. Since she terminated her patrol at Guam on 21 August, six days after Japan capitulated, this was her only combat action during World War II.

*Argonaut* departed Guam on 1 September and proceeded, via Pearl Harbor and the Panama Canal, to Tompkinsville, N.Y. She arrived in New York on 4 October but continued on to Portsmouth, N.H., for an overhaul. Early in 1946, *Argonaut* was assigned to the Atlantic Fleet and was based at Panama. While en route to Panama, *Argonaut* collided with *Honolulu* (CL-48) off the eastern coast between New York and Philadelphia during a heavy fog. Both ships sustained minor damage, and *Argonaut* continued on to Panama. Later in 1946, *Argonaut* became a unit of Submarine Squadron 2 based at New London, Conn.

In July 1952, the submarine underwent a major conversion at the Philadelphia Naval Shipyard, during which she received a snorkel system and a streamlined conning tower. These changes gave the submarine greater underwater endurance. *Argonaut* operated from New London until July 1955, when she was reassigned to Submarine Squadron 6 at Norfolk, Va. Following this move, *Argonaut* was converted to a guided-missile submarine armed with a Regulus I missile.

In 1958, *Argonaut's* home port was changed to San Juan, Puerto Rico, where she remained for a year, engaged primarily in missile operations. The submarine returned to Norfolk in 1959. During an overhaul in early 1960, *Argonaut's* missile equipment was removed. When the alterations were completed, the submarine resumed her routine of supporting antisubmarine warfare (ASW) training operations out of Norfolk.

On 15 October 1962, *Argonaut* performed duties in conjunc-

tion with the naval quarantine of Cuba. She then had a routine overhaul at the Norfolk Naval Shipyard, Portsmouth, Va. The yard work was completed on 13 May 1963, and the submarine sailed to the New London area for refresher training. After further training in the Virginia capes area, she got underway on 19 August for the Mediterranean and service with the 6th Fleet. Her ports of call during the deployment included Gibraltar; Suda Bay, Crete; Rhodes, Greece; Izmir, Turkey; Toulon and Marseilles, France; and San Remo and Naples, Italy. The submarine returned to home port on 15 December.

*Argonaut* continued her routine of operations along the east coast with periodic deployments to the Mediterranean through 1 December 1965. On that day, she commenced overhaul at the Norfolk Naval Shipyard. *Argonaut* left the shipyard on 10 June 1966 for sea trials and, on 20 January, headed for New London for refresher training. She then provided services to the submarine school at New London through the remainder of 1966.

The submarine moved to Norfolk early in 1967 but left the Virginia capes area on 9 January, bound for San Juan, Puerto Rico. *Argonaut* took part in Operation "Springboard" through the rest of January and most of February before leaving the Caribbean on 23 February to return to Norfolk, arriving there five days later. During the next two months, *Argonaut* prepared for a North Atlantic and Mediterranean cruise. She sailed on 26 May and made her first port call at Trondheim, Norway. The submarine also visited Cuxhaven, Germany; Leith, Scotland; Rota, Spain; Naples, Italy; and Valletta, Malta, before returning to her home port on 20 September. She remained in the local operating area through the duration of the year.

The submarine travelled to New London on 6 February 1968, entered drydock there on 9 February, and remained in it through the 26th. *Argonaut* left the keelblocks on 27 February and returned to Norfolk. She made a patrol in the Jacksonville, Fla., operating area in mid-March and put in at Port Everglades, Fla., on 22 March. Three days later, the submarine got underway for her home port. Upon her arrival in Norfolk on 29 March, she assumed a schedule of local operations. This was interrupted by another cruise to Port Everglades in October. She returned that month to Norfolk and began preparations for deactivation. *Argonaut* was decommissioned on 2 December, and her name was struck from the Navy list that same day. She was sold to Canada and served the Royal Canadian Navy as HMCS *Rainbow*.

*Argonaut* won one battle star for her World War II service.

## Argonne

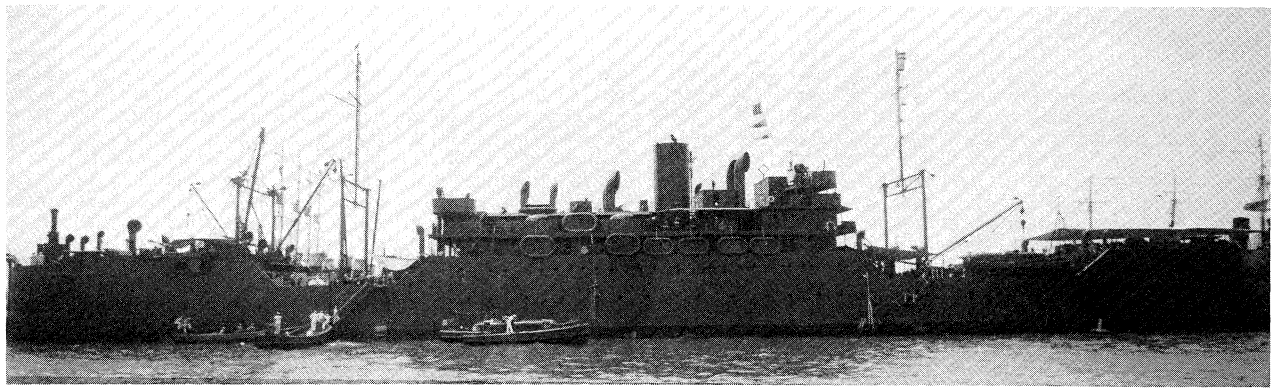
The wooded region in northeastern France near the border of Belgium. It consists of the territory between the Aisne and the Meuse Rivers and was the scene of an Allied offensive in World War I during the autumn of 1918 which caused Germany to capitulate. American troops played a leading role in this drive. The first *Argonne* retained her former name.

## I

(Freighter: t. 8,970; l. 385'; dr. 51'; dr. 27'1"; s. 10 k.; cpl. 78; a. 1 6", 1 6-pdr.)

The steel-hulled single-screw freighter *Argonne*—built in 1916 at Kobe, Japan, by the Kawasaki Dockyards—was operated prior to World War I by the Argonne Steamship Co., of New York. While undergoing voyage repairs by the Newport News Shipbuilding and Dry Dock Co., in January 1918, *Argonne* received and armed guard. She continued to carry cargo for Allied forces in Europe until 19 October 1918 when she was taken over at Norfolk, Va., by the Navy on a bare-ship basis for the Army account of the Naval Overseas Transportation Service (NOTS). She was then manned by the Navy and commissioned on the same day, Lt. Comdr. M. S. Richardson, USNRf, in command.

On 18 November, a week after the armistice stilled the guns on the Western Front, *Argonne* sailed for France carrying commissary stores, mules and horses, to Bordeaux, and returned to Norfolk from her only NOTS voyage on 17 December 1918. On 30 January 1919, *Argonne* was decommissioned and turned over to the United States Shipping Board, which subsequently returned her to her original owner. Her name was simultaneously stricken from the Navy list.



*Argonne* (AG-31), 11 August 1941, at the Pearl Harbor Navy Yard, as flagship for the Base Force. Her camouflage is Measure 1 (dark gray with light gray mast tops), and she is flying the flags G-31—her hull number. (19-N-25207)

## II

(AP-4: dp. 8,400; l. 448'0"; b. 58'3"; dr. 18'7" (mean); s. 15.5 k.; cpl. 398; a. 4 5", 4 3", 2 6-pdrs.; cl. *Argonne*)

The second *Argonne* (AP-4) was originally completed in 1920 under a United States Shipping Board (USSB) contract by the International Shipbuilding Corp., Hog Island, Pa., and transferred to the Navy on 3 November 1921 by the War Department. Accepted preliminarily by the Navy on that date, she was commissioned as *Argonne* on 8 November 1921 at the Philadelphia Navy Yard, Lt. Comdr. Theodore H. Winters in command. On 16 November 1921, the ship was classified as a transport, AP-4.

Departing Philadelphia on 24 November 1921 with military and civilian passengers, as well as a senatorial party, *Argonne's* maiden voyage and shakedown took the ship to Port-au-Prince, Haiti; St. Thomas, Virgin Islands; Ponce, Puerto Rico; and Santo Domingo City, Dominican Republic; before she put into Hampton Roads on 22 December. Subsequently returning to Philadelphia for post-shakedown availability, *Argonne* proceeded to the Panama Canal via Charleston, S.C., and after a stop at Mare Island continued across the Pacific to Cavite, in the Philippines, on her first voyage to that part of the globe.

On 7 April 1922, Comdr. (later Fleet Admiral) Chester W. Nimitz, along with his wife and three children, embarked on board *Argonne* at Pearl Harbor for passage to the east coast of the United States. Nimitz was on his way to Newport, R.I., to study at the Naval War College. The ship proceeded via Mare Island, where she underwent an overhaul period, the Panama Canal, Santo Domingo and Hampton Roads, bringing her voyage to a close on 21 June 1922.

Over the next two years, *Argonne* operated with the Naval Transportation Service on the through service between New York and Manila, she and the transport *Chaumont* (AP-5) providing this important service to the fleet. During this time, she ranged from San Francisco to Guam and into the Yellow Sea, voyaging as far as Chefoo, China. Selected for conversion to a submarine tender and classified as AS-10 on 1 July 1924, *Argonne* was transferred to Navy ownership under terms of the executive order dated 6 August 1924, and arrived at the Mare Island Navy Yard on 2 September 1924.

From September of 1924 through March of 1926, *Argonne* lay at Mare Island in reduced commission, undergoing her transformation from transport to tender. Major alternations to the ship included the installation of a turbo-generator plant, a compressed-air plant, a machine shop and a low-pressure distilling plant.

Placed in full commission on 25 March 1926, *Argonne* was assigned to the newly formed Submarine Division (SubDiv) 20, which consisted, at that time, of the "V-boats": V-1 (SS-163, later *Barracuda*); V-2 (SS-164, later *Bass*); and V-3 (SS-165, later *Bonita*). She sailed on 19 May to take up her duties. From 19 May to 5 June, *Argonne* operated from the west coast ports of San Francisco, San Pedro and San Diego, before she sailed to transit the Panama Canal for operations in the Atlantic.

Owing to disorders in Nicaragua, and fears that excesses of

violence from the feuding factions might endanger American lives and property, expeditionary forces of marines were sent to reinforce the sailors and marines already landed from ships of the Special Service Squadron. *Argonne* participated in one of the early lifts, transporting the 2d Battalion, 5th Regiment—which had been encamped at Guantanamo Bay undergoing six months of training—from Guantanamo to Bluefields, Nicaragua, between 7 and 10 January 1927.

Maintaining the necessary neutral zones on the east coast for eight days, the battalion left one company at Rama before proceeding on, in *Argonne*, through the Panama Canal to the port of Corinto, on the west coast of Nicaragua. There, she disembarked the rest of the battalion on 24 January to maintain the neutral zones between that port and the capital city of Managua, before returning thence into the Caribbean to resume tending operations with SubDiv 20.

During March *Argonne* provided tender services to ships engaged in Fleet Problem VII, in a large-scale exercise that pitted the combined Battle Fleet, Base Force and fleet submarines against the combined Scouting Fleet, Control Force and Train Squadron 1. She rejoined the Special Service Squadron at the end of that month, however, to resume her transportation duties to Nicaraguan ports.

On 1 July 1927, *Argonne* became part of the Control Force, with which she carried out her previous duties with the Special Service Squadron, until being transferred with SubDiv 20 to the Battle Fleet, on 19 November. She operated with the fleet on the Pacific Coast, principally at San Diego, San Pedro, or Mare Island, until she sailed for Hawaiian waters on 18 April 1928, to take part in Fleet Problem VIII, an exercise that pitted light cruisers and a detachment of ships from Pearl Harbor ("Orange") against the Battle Fleet and the Train ("Blue"). Reaching Pearl Harbor on the 28th, she then based at Lahaina, and carried out tactical exercises with the fleet, ultimately returning to Mare Island for her annual overhaul on 29 June.

Resuming her active service with the Battle Fleet in the San Diego-San Pedro area from 18 August 1928, she operated there until 15 January 1929 when she sailed for Balboa, to take part in Fleet Problem IX, with all available units of the Battle Fleet and Train Squadron Two—these in the main opposed by the Scouting Fleet and the Control Force and the defense forces of the 15th Naval District and Army units. Arriving at Balboa on 29 January, the assembled fleet conducted its concentration based on Panama Bay before setting course back to San Diego on 11 March, and ultimately arriving back in their usual operating areas on the 22d.

Over the next eleven months, *Argonne* provided support services at San Diego with SubDivs 11 and 20, as the ships conducted speed and endurance tests, as well as torpedo and sound exercises. During this period, on 15 June 1929, Capt. Chester W. Nimitz, who had been a passenger on board the ship seven years before, became her commanding officer. His concurrent billet was that of Commander, SubDiv 20, his broad pennant in *Argonne*.

After overhaul at Mare Island, *Argonne* tended SubDivs 11

and 20 at San Diego from 11 December 1929 to 15 February 1930 before sailing for Panama on the latter date in company with Destroyer Squadrons, Battle Fleet, for the annual fleet concentration and the year's culmination of training, Fleet Problem X and XI. Each force was augmented to match them more evenly, pitting the Scouting Fleet against the Battle Fleet.

Following the exercises in the Caribbean, *Argonne* accompanied the fleet as it moved up to New York, arriving there on 7 May 1930. She operated with the fleet at New York, Newport, and Hampton Roads until 26 May, when she then set course for Panama and back to San Diego, arriving at the latter port on 19 June. She continued her tender operations from there until 1 December. During that time, she was transferred to the Control Force, Battle Fleet, on 6 November, on which date she was also transferred from SubDiv 20. Capt. Nimitz shifted his command pennant to *Holland* (AS-3) on 5 November, that ship becoming flagship for SubDiv 20.

*Argonne* accompanied SubDivs 11 and 19 from San Diego on 1 December 1930, and engaged in maneuvers en route to Pearl Harbor, before she returned immediately to San Diego two days before Christmas with SubDivs 9 and 14. On 6 January 1931, *Argonne* became flagship for Commander, Fleet Base Force, and steamed from San Pedro that day, to take part in Fleet Problem XII—an evolution opposing the Battle Fleet to the Scouting Fleet, the latter augmented by the rigid airship *Los Angeles* (ZR-3). Returning to San Pedro on 4 April, she then conducted operations off the west coast, fleet and tactical maneuvers, until she departed San Pedro with the Battle Force on 23 January 1932 for Hawaiian waters.

At Pearl Harbor and Lahaina Roads, *Argonne* took part in exercises and provided tender support for the fleet as it carried out Fleet Problem XIII between the west coast of the United States and the Hawaiian Island; with the Battle Force once more set against the Scouting Force. Returning to San Pedro on 21 March 1932, she spent the next eleven months providing tender support services and operated with the fleet at San Pedro, San Francisco, and San Pablo, until 8 March 1933.

*Argonne* sailed from San Pedro on that date, one day after Comdr. Harry A. Badt relieved Comdr. C. R. Hyatt as *Argonne's* commanding officer and as commanding officer of the Aleutian Islands Surveying Expedition. Reaching the Puget Sound Navy Yard on 13 March, *Argonne* was drydocked, received stores and equipment, fuel oil and gasoline, and ultimately sailed for Dutch Harbor on 6 April. Proceeding thence to Bay of Islands, Adak, the ship surveyed those waters between 10 and 28 April before she proceeded back to Dutch Harbor with *Swallow* (AM-4) in tow. *Argonne* remained at Dutch Harbor from 1 to 18 May, contacting *Patoka* (AO-9) at that port for fuel oil and provisions, but also awaiting better weather in which to conduct her surveys. Finally departing Dutch Harbor on 18 May, the ship returned to the survey area—the waters off Adak, in the western Aleutians—on the 20th, remaining in the area for eight days before returning to Dutch Harbor for fuel oil and gasoline. She completed her survey work off Adak from 3 to 16 August before she sailed for Mare Island, and an overhaul, on 25 August.

*Argonne*, during her time in northern waters, also assisted the Bering Sea Aerological Expedition, with weather surveys and analyses necessary for radio stations of Washington and Alaska.

Remaining as flagship for the Base Force, *Argonne* provided tender services at San Pedro from 4 October 1933 to 9 April 1934; she then sailed south with the fleet, and supported its operations in Fleet Problem XV, the big war games which again pitted Battle Force against an augmented Scouting Force. In the course of her operations, the ship operated at Balboa, Colon, Culebra, Ponce, Gonaives and Guantanamo Bay. She then steamed north with the fleet as it called at New York City, arriving on 2 June to be reviewed by President Franklin D. Roosevelt. She subsequently provided tender services out of New London and Newport before she proceeded to Port-au-Prince to participate in the withdrawal of the 1st Marine Brigade from Haiti on 15 August 1934. "Impressive ceremonies on shore amidst most friendly feelings displayed by the populace" accompanied the departure of the marines, whose duties as peacekeepers had been taken over by the fully Haitianized Garde d'Haiti. Other ships involved in the lift included *Woodcock* (AM-14), *Bridge* (AF-1), and USAT *Chateau Thierry*.

Following leave and liberty at Hampton Roads and at New Orleans, *Argonne* joined the fleet, transited the Panama Canal,

and ultimately arrived at San Pedro on 9 November 1934. As Base Force flagship, she provided tender and repair services for minesweepers, tugs, and harbor craft, while maintaining the only major photographic laboratory for phototriangulation of fleet gunnery exercises. Over the next seven years she operated principally out of San Pedro, but followed the fleet to the waters of Hawaii or Panama to carry out her vital support duty. On 25 July 1940, her classification was changed from submarine tender to "auxiliary, miscellaneous," and she was given the alphanumeric hull number AG-31. Eventually, with the movement of the Fleet to Hawaiian waters over the winter of 1939 and spring of 1940, commencing with the establishment of the Hawaiian Detachment in October 1939 and the permanent retention of the fleet in Hawaiian waters upon the conclusion of Fleet Problem XXI in April 1940, the needs for auxiliaries such as *Argonne* resulted in a change of scene for that ship. In August 1941, she was shifted from San Pedro to Pearl Harbor.

On the morning of 7 December 1941, *Argonne*—flagship for Rear Admiral William L. Calhoun, Commander, Base Force, Pacific Fleet—lay alongside 1010 Dock, when aircraft from six Japanese carriers struck the Pacific Fleet as it lay at Pearl Harbor, and neutralized surrounding air and military installations. The ship manned her antiaircraft battery—3-inch guns and .50-caliber machine guns—and commenced fire about 0758, shortly after the raid began.

*Argonne's* crew, wrote Comdr. F. W. O'Connor, the ship's commanding officer, "performed their duties in accordance with the best traditions of the service," helping to get wounded men from damaged ships, recovering bodies from the water, and "assisting with repair facilities to full capacity." Early in the raid, Corporal Alfred Schlag, USMC, from the ship's marine detachment, manning a .50-caliber machine gun, claimed shooting down an enemy plane as it flew over 1010 dock and turned toward Ford Island.

Interestingly enough, a member of *Argonne's* crew was actually attacked before his ship was; Motor Machinist's Mate 2d Class M. F. Poston was taking flying lessons. Returning from Haleiwa to the KT Flying Service field, flying a light training plane, Poston and Bob Tice, the latter the owner of the flying service (who was flying an accompanying plane) were both attacked by Japanese planes which shot them down. The one attacking Poston's light sport plane shot away the propeller and engine, forcing the *Argonne* sailor to take to his parachute.

That evening, six fighters from the carrier *Enterprise* (CV-6), sent to land at the Naval Air Station at Pearl Harbor after accompanying a strike group looking for the carriers from which the Japanese raid had been launched, arrived over Pearl. Tragically, before the planes' friendly character could be established, understandably jittery gunners shot down four of the six planes; three pilots were killed. One .50-caliber bullet fired from the direction of Ford Island penetrated *Argonne's* port side, killing Seaman 2d Class Pallas F. Brown and wounding Seaman 1st Class Leonard A. Price. In a bitter irony, both men had survived the loss of their ship, *Utah* (AG-16), earlier that morning.

*Argonne* remained at Pearl Harbor into the spring, serving as flagship for the Base Force until Rear Admiral Calhoun moved his flag ashore, to a headquarters at the Pearl Harbor Navy Yard. That spring, the troopship *President Taylor*, while on a voyage to Canton Island, ran aground there. After loading salvage equipment, light trucks, medical supplies and ammunition, *Argonne* stood out of Pearl Harbor on 6 April 1942 for Canton, escorted by the fast minelayer *Breese* (DM-18), and arrived at her destination on 12 April. She soon sent a salvage party and equipment to attempt salvage of the grounded troopship.

Accompanied by *Breese* and the fleet tug *Navajo* (AT-64), *Argonne* cleared Canton on 5 May for Pearl Harbor, and arrived on the 11th. She remained there until 10 July, when, with general cargo on board, she sailed on her second voyage to Canton Island, accompanied this time by *Southard* (DMS-10) and *Hovey* (DMS-11), and arrived at her destination on the 16th, unloading cargo the same day. Sailing on the 17th, *Argonne* put into Suva Harbor, Fiji Islands, on the 21st, to unload cargo, and then, two days later, set course for Noumea, New Caledonia, in company with *Hovey*, arriving on 27 July 1942.

On the morning of 1 August 1942, Vice Admiral Robert Lee Ghormley broke his flag on board *Argonne*, having shifted his headquarters from Auckland, New Zealand, as Commander, South Pacific Force and South Pacific Area. Operation "Watchtower," the invasion of Guadalcanal, began six days later, on 7 August. The direction of the course of the operation, however,

appeared to require an infusion of new blood and a more aggressive commander. This soon came, in the form of Vice Admiral William F. Halsey, Jr., who arrived at Noumea on 18 October 1942 and was informed, upon arrival, that he was to relieve Vice Admiral Ghormley. Halsey assumed command on board *Argonne* the same day. Two days later, too early in this billet to journey to Guadalcanal to get a personal look at the situation there, Halsey convened a conference on board *Argonne* at Noumea; among those present were Rear Admiral Richmond K. Turner, commanding the Amphibious Forces, Pacific, and Major General Alexander A. Vandegrift, Commanding the 1st Marine Division on Guadalcanal.

Also present were Lieutenant General Thomas Holcomb, the Commandant of the Marine Corps, who by happenstance was in Noumea on an inspection tour of the area, and Army Major Generals Alexander M. Patch and Millard F. Harmon. After a lengthy discussion of the situation on Guadalcanal, Halsey asked those present if the Americans should evacuate or hold; when told by Vandegrift that he would hold—if he got more support—Halsey told the 1st Marine Division's commander, "All right. Go on back. I'll promise you everything I've got." Guadalcanal would be held.

Halsey exercised command of the theater from *Argonne* until he shifted his flag ashore, the ship proving "hopelessly inadequate" for the increase in the number of people required on the staff. *Argonne* was not only overcrowded, but possessed no air conditioning system.

*Argonne* remained at Noumea until 16 June 1943, when she sailed for Auckland, arriving at that port on 21 June. She proceeded thence on 27 July for Espiritu Santo, in the New Hebrides, and arrived there, accompanied by HMNZS *Inchkeith*, on 11 August. After embarking men from Carrier Aircraft Service Unit (CASU) 14, *Argonne* sailed for the Solomons the same day (11 August), reaching Purvis Bay, off Florida Island, on the 13th. While moored at Purvis Bay, the ship conducted repairs to the destroyer *Selfridge* (DD-357), which had been damaged in an engagement with Japanese destroyers off Vella LaVella on the night of 6 October.

Sailing from Purvis Bay on 1 November 1943 in company with SS *Coutant* and escorted by the New Zealand Navy corvette HMNZS *Kiwi*, *Argonne* arrived at Tillotson Cove, Russell Islands, the same day. The ship remained in the Russells, carrying out repair and salvage work, until 27 April 1944, when she stood out for Majuro Atoll in the Marshall Islands.

Assigned to Service Squadron (ServRon) 10, *Argonne* provided vital service to the fleet at Majuro until 21 August, when she sailed for Manus, in the Admiralty Islands, a base for the operation to secure the Western Carolines. On board *Argonne* was Capt. S. B. Ogden, designated as Representative "A" of Commander, ServRon 10, who established his mobile base at Seeadler Harbor upon arrival at Manus on 27 August. From on board *Argonne*, Capt. Ogden administered the activities of the ServRon 10 detachment as it rendered key logistics support.

At 0850, local time, on 10 November 1944, *Argonne* lay moored to a buoy in berth 14, Seeadler Harbor, when the ammunition ship *Mount Hood* (AE-11) blew up, 1,100 yards away. "At the time of the explosion," wrote *Argonne's* captain, Comdr. T. H. Escott, "I was standing outside my cabin . . . in conversation with the executive officer. By the time we had recovered our stance from the force of the explosion, and faced outboard, the area in the vicinity of berth 380 (where *Mount Hood* had lay moored) was completely shrouded in a pall of dense black smoke. It was not possible to see anything worth reporting. A second or so thereafter, fragments of steel and shrapnel began falling on and around this ship."

Some 221 pieces of debris, ranging in size from one to 150 pounds, were recovered on board, totalling 1,300 pounds. Several other pieces caromed off *Argonne's* port side into the water alongside, and others landed on YF-681 and YO-77, the latter alongside delivering fuel oil at the time. The repair ship *Mindanao* (ARG-3), suffered heavily, moored in a berth between the disintegrating ammunition ship and *Argonne*. Riddled with shrapnel, *Mindanao* suffered 23 killed and 174 wounded in the explosion. *Argonne* suffered casualties, too, as well as the destruction of a 12-inch searchlight, five transmitting antennas broken away, and steam, fresh-water and salt-water lines ruptured, as well as extensive damage from concussion.

After repairs and a resumption of work at Manus, *Argonne* sailed for Kossol Passage, in the Palaus, arriving there on 15

December 1944. While anchored in berth 74, Kossol Roads, the ship again suffered damage at the hands of friendly ships. YMS-275 lay alongside to the port side, aft; YMS-38 and SC-702 to the port side, forward. An LCVP, attempting to tie up alongside the subchaser, accidentally fouled its ramp in the depth charge rack of SC-702, wrenching loose a 300-pound depth charge. The explosion of the sinking charge lifted *Argonne* bodily "several inches," and jarred two additional charges loose from SC-702's track—which, fortunately, did not explode. Damage to *Argonne* was confined mostly to the forward portion of the ship, in the print shop, radio-repair shop, and galleys and pantries, as loose gear came crashing to the deck. After again repairing her own damage, the ship resumed her important service to the fleet, and remained in the Palaus until she sailed for the Philippines on 11 February 1945 to take up support operations for the Okinawa campaign, basing on Leyte.

Arriving at her new base of operations on 15 February, *Argonne* operated out of Leyte into June. She weighed anchor on the 14th of that month and sailed for the Marshalls on that date.

*Argonne* remained in the western Pacific through the end of hostilities with Japan in August 1945, and briefly served with the occupation forces in Japanese waters before returning to the United States. Ultimately returning to the United States after a brief stint with the Naval Transportation Service on "Magic Carpet" service after the war, *Argonne* was decommissioned at Mare Island Naval Shipyard on 15 July 1946. Deemed not essential to the United States, she was transferred to the Maritime Commission on 31 July 1946. *Argonne* was struck from the Naval Vessel Register on 28 August 1946. Ultimately, the ship was sold to the Boston Metals Corp. on 14 August 1950, and was broken up for scrap.

*Argonne* (AG-31) was awarded one battle star for her World War II service, at Pearl Harbor.

#### *Argos*

The builder of the ship *Argo* which Jason commanded during the expedition in quest of the Golden Fleece. Also, Odysseus' dog in Homer's epic poem. *The Odyssey*. When Odysseus returned from the Trojan War after an absence of 20 years, Argos wagged his tail in recognition and then died. Also, the name of several ancient cities and districts in Greece.

*Koka* (q.v.)—a single-turreted, light-draft monitor completed on 28 November 1865 but never commissioned—was renamed *Argos* on 15 June 1869.

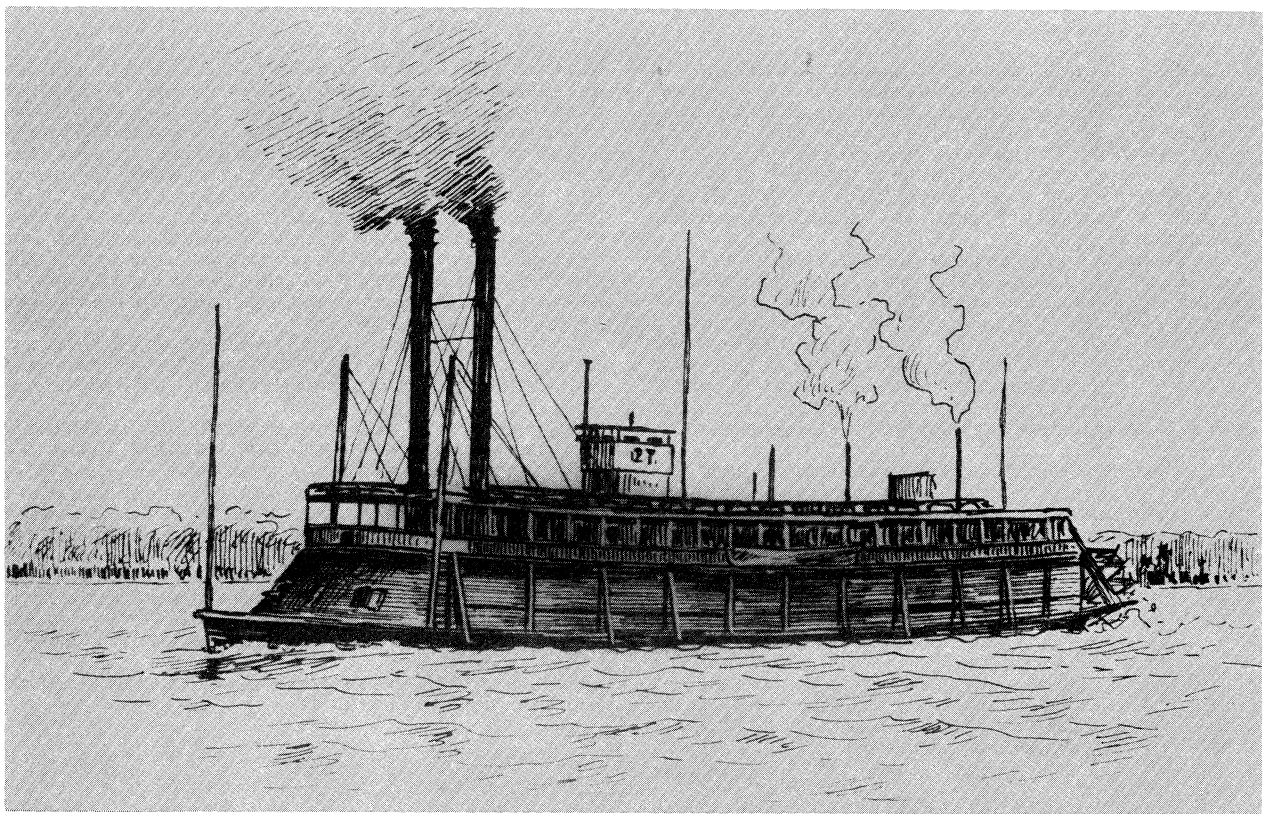
#### *Argosy*

(StwStr: t. 219; l. 156'4"; b. 33'; dph. 4'8"; dr. 4'6"; s. 5 mph (upstream); a. 6 24-pdr. sb., 2 12-pdr. r.)

On 24 March 1863, the Union Navy purchased *Argosy*—a stern-wheel river steamer built in late 1862 and early 1863 at Monongahela, Pa.—and, five days later, placed her in commission, Acting Master William N. Griswold in command.

On 3 April, she got underway up the Ohio to join a group of gunboats—commanded by Lt. Comdr. Le Roy Fitch—operating on that river and on its tributaries, the Tennessee and the Cumberland. Her duties consisted of patrolling these waters to safeguard their use as lines of communication and supply supporting Union troops then pushing south through the state of Tennessee and, later in the war, into Georgia. She also labored to deny the use of these waters to Southern forces.

For example, on 5 May, she joined four other gunboats in an expedition up the Tennessee. As they ascended that river, they destroyed ". . . every kind of boat that could serve the rebels . . ." On the 11th, she, *Covington*, and *Silver Cloud* left *Queen City* and *Champion*, the division flagship, at Cerro Gordo and continued on upriver to Eastport, ". . . the highest navigable point at



*Argosy*, as rendered in a pen and ink sketch by Samuel Ward Stanton, circa 1863. (NH 65460)

that stage of water." Their presence far up the Tennessee provided General Rosecrans with a possible haven of naval gunfire support to which his troops could retire in the event of a serious setback in an engagement with Confederate forces which, Union leaders then felt, were massing for a major offensive.

For a number of reasons—including the assassination of General Earl Van Dorn on 7 May—the Southern push did not materialize, but *Argosy's* operations on this occasion were typical of her service throughout the remaining two years of the Civil War. By this time, the South's naval forces had been swept from the Mississippi and its branches; and Vicksburg and Port Hudson, the last Confederate riverside forts blocking Northern shipping, were about to fall. Thus, other than routine patrol and escort duty, little work was left for the gunboat.

One exception occurred on 6 September 1863 when a party from *Argosy* landed at Bruinsburg, Miss., to destroy a ferry. The Northern sailors also found a small group of horsemen with a large quantity of ordnance supplies. Upon seeing the Union men, the Southerners mounted and rode away, abandoning a "... wagonload consisting of 250,000 waterproof percussion caps, 1 box containing 5,000 friction primers ..." and a few other items.

The end of the war found *Argosy* serving in the 1st District of the Mississippi Squadron which was responsible for the river between New Orleans and Donaldsonville, La. In the predawn darkness of 24 April, the Confederate steam ram *Webb*—which had just emerged from the mouth of the Red River—dashed downstream past *Argosy* in an attempt to escape to sea. False rumors—that President Jefferson Davis and other high officials of the collapsed Confederacy were on board the Southern steamer—heightened interest in her race toward freedom. Her success depended upon the steamer's slipping by Union warships without being identified. When her true nature was discovered and a warning of her coming had been wired downriver, her commanding officer, Lt. Charles W. Read, CSN, realized that all chance of safely reaching the Gulf of Mexico had disappeared.

As a result, he ran *Webb* on a riverbank, set her afire, ordered his crew to scatter, and attempted to slip away ashore.

*Argosy* continued to serve the Mississippi Squadron as it demobilized during the months following the end of the fighting. One of its last ships, the stern-wheeler, was finally decommissioned at Mound City, Ill., on 11 August 1865. She was sold at Public Auction there on 17 August 1865 to Mr. V. P. Schenck, and was redocumented under her original name on 11 October 1865. *Argosy* operated commercially on the Mississippi and its tributaries until she was destroyed by fire at Cincinnati, Ohio, on 7 March 1872.

#### *Argus*

A monster with a hundred eyes supposedly slain by the Greek mythological messenger of the gods, Hermes.

#### I

(Brig: t. 299; l. 94'6"; b. 28'2"; dph. 12'8"; cpl. 142; a. 2 12-pdrs., 16 24-pdr. car.)

The first *Argus*—a brig—was laid down as *Merrimack* on 12 May 1803 at Boston, Mass., by Edmund Hartt; renamed *Argus* on 4 June 1803; and launched on 21 August 1803.

Though no document recording the date of her commissioning has been found, *Argus* set sail from Boston on 8 September 1803. She put into Newport on the 18th in some unspecified state of distress and remained there for 10 days. The brig returned to sea on the 28th, set a course for the Mediterranean Sea, and arrived at Gibraltar on 1 November. There, her first commanding officer, Lt. Stephen Decatur, relinquished command to Lt. Isaac Hull and assumed command of Hull's former ship, *Enterprise*. She made a brief cruise to the east and then returned to Gibraltar to watch the Moroccans while the rest of Commodore